13 3-16 city to note that, although in operation but half a year, it has met with a success entirely satisfactory to its directory and stockholders, all citizens of high social The highest price for much and in New York for the cotton year 1882-83 in New York for the cotton year 1882-83 was on September 1st, at the opening of the season, when middling was quoted at 121c; and the lowest, 10c, from April 4th to 7th inclusive, and from July 16th to August 1st inclusive. The lowest price reached in the period of years given above was 4c in 1845. In 1843, 1844 and 1849, in 1845, the lowest figure reached was 5c. The next lowest was 6c in 1846 and 1849, in 1855, since when the lowest John K. Speed, John M. Peters and R. John K. Speed, John M. Peters and R. John K. Speed, John M. Peters and R. M. McLean.

**Note of the season, when middling was quoted at 121c; and the lowest, 10c, from April 4th to 7th inclusive, and from July 16th to August 1st inclusive. The lowest price reached in the period of years given above was 4c in 1845. In 1843, 1844 and 1849, if the period of years given in 1845, the lowest figure reached was 5c. The next lowest was 6c in 1846 and 1849, John K. Speed, John M. Peters and R. M. McLean.

**More of the season, when middling was quoted at 121c; and the lowest, 10c, from April 4th to 7th inclusive, and from July 16th to August 1st inclusive. The lowest price reached in the period of years given above was 4c in 1843, 1844 and 1849, if the period of years given cult to compile a reliable history of the year's business. We refer to this with the year's business. We have now an institution on a solid basis, and in which our merchants in every line of trade seem to take much interest in sustaining. Acting upon the interest in sustaining. Acting upon the interest in sustaining. and commercial standing in the com-The highest price for middling uplands in New York for the cotton year 1882-83 Officers.—A. C. Treadwell, president; Vm. A. Williamson, vice-president; S. Directors.-A. C. Treadwell, Wm. A.

> STATE NATIONAL BANK. Officers.—A. Woodruff, president; A. D. Gwynne, vice-president; J. A. Hayes, jr., eashier; M. S. Buckingham, assistant

On the occasion of our last annual review of the trade of Memphis we suggested the necessity of a Merchants' or Produce Exchange, or an organization which would embrace every commercial interest. We had done so oftentimes before, but the necessity of some such a movement presented itself more forcibly last year when the enormous growth of our commercial interests presented itself

The flour trade has been satisfactory, showing a reasonable increase of business over previous years, though the range of

have fully consummated their schemes of opining up vast commercial areas South and West.

This line of trade showed an increase of fifteen per cent. the previous season over that of 1890-818, which had been estimated at \$550,000 outside of the "city killed." This would estimate the business of 1881-82 at about \$555,000, upon which dealers base their estimates of the past season when they say it has been in the greatest abundance, the result of the unprecedented success of the grain crop of last year. The year previous they were compelled to go to other regions to fird subsistence, the consequence being that Memphis handled that season more corn than during any previous business year. The past season has been more corn than during any previous business per the four the season has been decidedly lifterent. From St. Louis ported last season, and but very little, comparatively, from other sources outside of our own commercial radius. From the sources outside of our own commercial radius. From the season has been decidedly lifterent. From other sources outside of the supply came in previous years, very little was imported last season, and but very little, comparatively, from other sources outside of the consequence of the past season has been decidedly lifterent. From St. Louis year's business.

LEATHER.

HIDES AND PELTRY.

This line of trade showed an increase of fifteen per cent. the previous sears of fifteen per cent. the previous sears of the grain of the substitute of the season. The good of the content of the business of the grain at \$850,000 outside of the "city proving the channel, and with the government we will leave the problem to solve.

ACCIDENTE AND CASUALITIES.

October 19th, the Plow Boy was sunk fall when the season proper being that Memphis handled that season of the trade Memphis handled that season of the grain anything. The supply has been concept to the wood and furnities of the substitute of the substitute of the substitute of the season. They are taking advantage of the low will leave the pro

shaft, causing her to lose two weeks time. October 26th, the tug Desoto exploded her auxiliary boiler, killing two men-the watchman and a laborer. November 7th, the steamer Reindeer, of Cairo harbor, burned off her upper works. Damage, \$200.

November 17th, the tug Eva sunk in the harbor at Helena, but afterward

THE WHOLESALE TRADE.

A careful canvass of the general busi-

HARDWARE AND IRON.

The following estimate does not include the stove business, and the footings of statistics furnished show for the wholesale business of the past year the round sum of \$600,000—about an average of fifteen per cent greater than 1882. They expect a large increase in their line.

STOVES AND TINWARE.

The wholesale trade of 1882-83 in stoves and tinware foots up about \$400,000, and from eighteen to twenty-five per cent. greater than during the season of 1881-82. Among the stove-dealers high hopes are entertained of still greater enlargements of the trade the coming year.

Banger, passenger James O Conner, tug James O Conner HARDWARE AND IRON.

of the trade the coming year. Alf Stevens, passenger. Billy Kilby, tag Harold B, ferry Carrie S Douglas, passen Oakland, tow Emms Etheridge, tow HIDES AND LEATHER. The past season's trade in this line

previous season, has evidently held its own with former years. They are looking forward with encouraging hopes of better times the coming season. The past year's business aggregated \$600,000. TOBACCO. Wholesale tobacconists estimate the result of last year's trade at \$1,000,000, not including cigars, which amount they claim is twenty-five per cent. greater than the previous season. They expect a large increase of trade the coming season, particularly from the fact that they are making rapid inroads upon the former custom of manufactorers dealing directly with retailers and consumers.

Licenses Su Engineers.

Pilots makes
Pilots raise
Liver tout b
Passengers
Steamers ge
Tonnage go

retailers and consumers. RECAPITULATION.

A recapitulation of the wholesale ade of Memphis brings about the following results:

imates of the past year's business, of hese lines in connection with Memphis commerce, we republish last year's sched-Clothing
Boots and shoes
Hats and caps
Drugs and medicines
Furniture
Queensware and glassware
Hardware and fron
Stoves and tinware
Hides and leather.
Tobacce THE ST. LOUIS AND NEW ORLEANS. RIVER.

The packets composing this line are City of New Orleans, Capt. A. J. Car-Bixby,
City of Greenville, Capt. J. W. Bryan.
John A. Sendder, Capt. W. Baker.
W. P. Halliday, Capt. S. Jolly.
City of St. Louis, Capt. Dan Able. THE ST. LOUIS AND MEMPHIS.

THE ANCHOR LINE,

Three boats a week compose this line, as follows:

Monday packet—City of Helena, Capt.
Flem Calvert.

Thursday packet—Ste. Genevieve, Capt. Thursday packet—Ste, Genevieve, Capt.
George Carvell,
Saturday packet—John B. Maude, Capt.
S. A. McPheeters,
Friday Packets—Belle Memphis, Capt.
I. H. McKee, and City of Providence,
Capt. George Lenox.
Sunday Packets—City of Cairo, Capt.
George W. Vickers, and Commonwealth,
Capt. J. T. McCord.

James W. Gaff, Capt. C. R. Rus leaving Memphis every alternate Tuesday.
Cons Millar, Capt. C. B. Moore, leaving every alternate Friday.
Andy Baum, Capt. H. J. Vinton, leaving every alternate Tuesday.
Vint Shinkle, Capt. M. M. Doem, leaving every alternate Friday. MEMPHIS AND ADMANDAS CITY LINE

November 26th, the steamer J. H. Williams struck a saar on upper White river, which tore away 1 art of her lewer guard; damage to vessel, \$200.

December 2d, the steamer J. A. Woodson, on Arkansas river, eaught fire in the deck-room, but was saved by prompt action of her officers.

December 11th, tug Frank Jones sprung a leak and sunk at Memphis.

December 23d, Mate Lewellyn of the Fulton, was shot by a deck passenger; recovered.

MEMPHIS AND ADMANDAS CITY LINE

This is a sami weekly line, represented by the steamer Kate Adams, huilt last season expressly for the trade. Capt Mark Check, her commander, makes a favorable report of the season's business, and anticipates a large increase the comfine year.

This line is composed of the two champion conton carriers, the Henry Frank, owned and commanded by Capt, J. Frank

This line is composed of the two champion cotton carriers, the Henry Frank, owned and commanded by Capt. J. Frank Hicks, and the Charles P. Chouteau, owned and commanded by Capt. William Thorweigns. They each leave Memphis alternate Wednesdays, making a regular weekly line.

This line is owned at Cincinnati, and runs between that city and New Orleans. It handles a considerable amount of business between those cities and Memphis. During the past season they have run two boats per week. The line was composed of the following packets, and we have no information of additions or other changes. New Mary Houston, Capt. Charles Miller.

New Mary Houston, Capt. Charles
Miller.
Guiding Star, Capt. J. D. Hegler.
Thomas Sherlock, Capt. James Nichols.
R. R. Springer, Capt. H. U. Hart.
Will Kyle, Capt. Lew Kates.
Golden Rule, Capt. O. P. Shinkle.
U. P. Schenck, Capt. J. L. Carter.
Paris C. Brown, Capt. A. M. Halliday.
Charles Morgan, Capt. Harry W. Stein.
Mr. Henry C. Lowe, formerly of the
Anchor-Line wharfboat, is the agent of
the line.

RAILWAY TRANSPORTATION. Efforts were made diligently to obtain statistics from each of the railway lines from which an estimate of the season's business might be compiled, but as on former occasions, but two responses were received, therefore nothing but approximates can be given. In casual conversations with officials of the various lines in operation we are assured that the husioperation we are assured that the business of the past year show a healthy increase over the previous year in both passenger and freight business, and the pros-

LOUISVILLE AND NASHVILLE. The home office at Louisville responds with the following statement of freight and passenger business at Memphis over the Louisville and Nashville railroad, during the year ending June 30, 1883;

Number of ears received—stock, 422; grain, 138; merchancise, 3520; beer, 569; meat, 350; coal, 2020; miscellaneous, 3570.

Total, 10,589.

Number of ears forwarded—stock, 925.

Total, 10,589.

Number of cars forwarded—stock, 225;
merchandise, 1460; meat, 5; coal, 38;
miscellaneous, 1947. Total, 3675.

Number of passengers—arrived, 49,045;
departed, 45,587.

MISSISSIPPI AND TENNESSEE Have forwarded from Memphis to New Orleans and foreign markets 116,513 bales of cotton, and from local stations, 11,706 bales; received at Memphis, 65, 143 bales, 1550 of which were from the

143 bales, 1550 of which were from the line of the Illinois Central railroad.

Why is it our merchants cannot secure more cotton from Grenada and line of Illinois Central?

We are informed by the officers of the Mississippi and Tennessee railroad that the rates of freight from Grenada and points seventy-five miles either way from there, are in favor of Memphis.

The business of this company has increased about twenty-five per cent. over last year, with a corresponding increase in net receipts, which have been applied to the improvement of the property and to the reduction of the floating debt.

MEMPHIS AND LITTLE BOCK. No response was received to our request for statistics, and we present the business for the year ending December 31, 1882: Operations for the year—Passengers 112 4 25 73 carried, 116,134; freight moved, 105,024

tons.

Receipts—From passengers, \$334,426; freight, \$55,692; mail and express, \$33,489; miscellaneous, \$1352. Total receipts, \$704,961, against \$765,840 in 1881. The excess of earnings over expenses was \$59,014. No response was received and we are without data upon which to estimate the road's business. Reference is made to another column for what the road has done toward improvements, etc.

CHESAPEAKE, OHIO AND SOUTH-Nothing in the way of statistics could be obtained from this road, and we are mable to make an estimate. The im-

provements, extensions, connections, etc., are elaborated in another column. STEAMBOATS.

SPECIAL NOTICE. TRAMER MARK TWAIN W. P. Hall, master; J. D. Fuller, clerk will leave for HALES Point and all way land age KVERY MONDAY AND THURSDAY at a clerk party months of the country FOR CAIRO AND ST. LOUIS

U.S. Mail-FOR CAIRO AND LOUIS. City of Helena, McCord master.
Will leave Elevator Building SUNDAY, S. 2d. at 10 a.m. For freight or passage apply to C. L. Halli, Pass. Agt. AD STORM, Sur FOR VICKSBURG. E. S. Mail-For Vicksburg.
City of Cairo,

Goo. Vickers master,
Will leave Elevator Building SUNDAY, S
2d, at Ba.m. For freight or passage apply to
C, L. HALL, Pass, Agt. AD STORM, Su FOR NEW ORLEANS. St. Louis and New Orleans Anchor Line
U. S. Mail FOR NEW ORLEANS.

City of New Orleans,

Carter master.

Will leave Elevator Endiding SUNDAY, Sept.

2d, at 10 a.m., For freight or passage apply to
C. L. Hata, Pass. Agt. AD STORM, Sup't.

FOR WHITE RIVER U. S. MAIL LINE. STRS, CHICKASAW AND HARD CASH

The Steamer HARD CASH, E. C. Postal, master, leaves Memphis Every Wednesday at 5 p.m.

The new steamer Chickmanw, upon her completion, on or about October 15th, will take the place of the litted Cash, and continue the remainder of the season. For further information and the season, the season of the litter of the season.

FOR WHITE AND BLACK RIVERS

FOR OSCEOLA. dolph Falton, Oscoch and Way Landings,
Dean Adams, at Landings the captain may deem unsul-nformation apply on board, or to No. 4 Mad-reet. JAMES LEE, JR., Superior Mad.

OF MEMPHIS, TENNESSEE.

Transportation Company.

Steamers

Rene Macready, Edn Lee, Advance,
Running from Mamphis and Helena to all points
on St. Francis River and Tributarier, leaving
Memphis Every TUESDAY Evening, at to elock,
Office, 22 Frent st. C. K. Jorits, Sap't.

THE very light-draft steamer IDA A. LEE, J. C. Cellins, muster; C. A. Stockley, clork, will leave Memphis every Tucoday evening at 5 o'check with the U. S. Mail for all points on St. Francis river, connecting with the steamer Advance. About Oct. let, the fine side wheel steamer Rene Macready will reenter the trade theroughly repaired, painted and refurnished. IDA LEE,

FOR ST. PAUL. St. Louis and St. Paul Packet Co. The Only Line of Side-Wheel Passeng Packets on the Upper Mississippi

LEE LINE STEAMERS.

Coahoma, FOR ARKANSAS CITY.

Adams U. S. Mail Line-For Helena, Friars-Point, Concordia, Terrene, Arkanas City and Pine Bluff R. R.—The new Passenger Steamer

Will leave Memphis every Tuesday at 5 clock, for all points on St. Fran-place of the Rene Macrosoft, J. D. RANDALL, Superior

to pass all landings the capeaus Office, No. 4 Madison street. JAMES LEE, Ju., Su

DALTIMORE, MD. Boarding and Day School for Young Ladies and Children. The twenty first school year legins Thursday, September 20th Circulars sent on application to the Principal, MRS. H. P. LEPEBVRE, No. 60 Frankin at

FUTURES IN NEW YORK.

FUTURE TRANSACTIONS.

dealing in options of all character, more

COURSE OF THE MEMPHIS MARKET. The following shows the course of the Memphis market and the price of mid-

R Ship of 2 1831-32

effort was made last year to estab-

lish a future board in connection with the Cotton Exchange, but after a brief extsience it was allowed to go out of existence, leaving future speculation in the hands of the brokerage people, there hands of the brokerage people, there has no einstitution in full operation.

dealing in options of all character, more particularly in cotton, grain, provisions and stocks. It was known as the Memphis Brokerage Association; E. F. Golsan, president; H. L. Golsan, secretary and treasurer. Capacity, \$15,000. The association handles business amounting to \$200,000 to \$400,000 during the year.

The following is a statement of stocks

1.038,848 1850-61 987,478 1861 to 1865 1.070,488 1865-66

The exact number of bales for 1882-83

cannot now be given, because it takes time to obtain the overland movement and Southern gonsumption; the estimate

during the season of 1881-82:

...10.34@10.35 July10.47@10.49 August

The net receipts at the seaports durin

Charleston...
Wilmington
Norfolk
Battimore
New Fork
Beston
Philadelphis
Various Total .. the week ending Friday, August 24th, is

the past two seasons were as follows: T.978,773

505.484 bales over 1880.

4,655,57 COPTON RECEIPTS BY RIVER,

The records of the Cotton Exchange lowest quotation the preceding season

and Southern gonsumption; the estimate will not be far from correct. The United States port receipts for the year amount to 5,978,773 bales.

August 24th the world's visible supply was 1,734,017 bales, against 1,389,407 the same time last year; an increase of cotton in sight of 405,519 bales over the same time last year, and an increase of 77,470 bales at the same time in 1881, and of 505,484 bales over 1880. As a comparison of prices, we give the table for the preceding season, 1881-82; The lowest price of middling cotton in Memphis during the whole season was from January 3d to 6th inclusive, and rom March 28th to April 10th inclusive.

The following table shows the lowest and highest figures of the Memphis cotton quotations for middling for each month of the season;

Williamson, A. Vaccaro, Napoleon Hill, Joseph Bruce, W. B. Galbreath, Henry B. Howell, E. Ensley, J. F. Frank, E. M. Apperson, A. N. McKay, S. P. Read, Benjamin Babb, T. J. Latham and I. N.

jr., cashier; M. S. Buckingham, assistant cashier.

Directors.—A. Woodruff, J. H. Doan, H. T. Lemmon, A. D. Gwynne, Colton Greene, C. P. Hunt, W. M. Sneed, R. L. Coffin, T. J. Latham, E. L. McGowan, John K. Speed and J. A. Hayes, jr.

J. J. Miles. G. S. Sims & Co., Hill, For G. N. Sp. J. Miles. G. N. Sp. J. Miles. G. N. Sp. G. N. Sp.

Appeal is sustaining. Acting upon the Appeal is susgestion, a number of merchants, principally grain dealers, took the matter in hand, and after overcoming many almost insurmountable difficulties, pushed the matter to an initial meeting,

pushed the matter to an initial meeting, which took place January 2d of the present year. At that meeting much interest was manifested, and leading houses were represented in the following list of names and firms who enrolled themselves as members of the preliminary organization. Mr. T. B. Sims of T. B. Sims & Co., was appointed temporary chairman. Officers.—A. Woodruff, president; A. D. Gwynne, vice-president; J. A. Hayes, ir., cashier; M. S. Buckingham, assistant cashier.

Directors.—A. Woodruff, J. H. Doan, H. T. B. Sims & Co., Blasses, Co., Blasses, Co., H. C. Beetaana & Co., E. C. Beetaana & Co., Blasses, Co., Blasses, Co., E. C. Beetaana & Co., Blasses, Co., Blasses, Co., E. C. Beetaana & Co., Blasses, Co., Blasses,

comparatively, from other sources outside of our own commercial radius. From nearly 500,000 bushels of corn handled here in 1882, the past year's statistics shows a faling off to a fraction less than 350,000 bushels. The corn dealers have arrived at the conclusion that the next season will experience an entire reform in their line of trade. Memphis, instead of being the prolific retail corn market, as heretofore, will become the distributing point for other markets. They expect to make Memphis the corn-bin of the great Northwest soon to be opened up by the Kansas City railway, from which, through the medium of ample outlets the year the medium of ample outlets the year round, by river and rail, other markets

pess of the city has been made with the view to presenting an estimate of the year's results in the wholesale trade of Memphis. Some difficulty was encounrecovered.
December 27th, steamer John S. Brans-